

THE CHINA MAIL.

[No. 6570.—August 14, 1884.]

For Sale.

MACEWEN, FRICKEL & CO.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONER),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
RACKER

COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.

Cracked WHEAT.

OATMEAL.

CORNMEAL.

TOPCAN BUTTER.

Eastern and California CHEESE.

CODEFISH, Boned.

Prime HAMS and BACON.

Eagle Brand Condensed MILK.

Family BEEF in 25 lb bags.

Beau Ideal SALMON in 5 lbs cans.

Cutting's Dessert FRUIT in 2 lb cans.

Assorted CANADIAN VEGETABLES.

Potted SAUSAGE and Sausage

MEATS.

Stuffed PEPPERS.

Assorted SOUPS.

Richardson & Hobbin's Celebrated Potted

MEATS.

Lunch HAM.

Lamb's TONGUES.

Clam CHOWDER.

Fresh OREGON SALMON.

Dried APPLES.

TOMATOES.

SUCOCOTASH.

Maple SYRUP.

Golden SYRUP.

LOBSTERS.

OXYSTERS.

HONEY.

FAIREBANKS' SCALES.

400 lb. Capacity.

600 lb.

900 lb.

1,000 lb.

AGATE IRON WARE.

INSERTION RUBBER.

TUCK'S PATENT PACKING.

BITCHCOCK HOUSE LAMPS.

PERFECTION STUDENT LAMPS.

— LAWN BOWLS.

PNEUMATIC RIFLES.

REVOLVERS.

DERINGERS.

PAINTS and OILS.

TALLOW and TAR.

VARNISHES.

Ex late Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF

S T O R E S,

including:

ALMONDS and RAISINS.

FRENCH PLUMS.

TEYSSONNET'S DESSERT FRUITS.

JORDAN ALMONDS.

Fine YORK HAMS.

PIONIC TONGUES.

BREAKFAST TONGUES.

PATE DE FOIE GRAS.

Digby CHICKS.

Yarmouth BLOATTERS.

Kippered HERRINGS.

Herrings à la SARDINES.

Ishak BACON in tins.

COCONUTINA.

Van Houten's COCOA.

Epp's COCOA.

SPARTAN

COOKING STOVES.

CLARETS—

CHATEAU MARGAUX.

CHATEAUAU TOUR, pints & quarts.

12oz GRAVES.

BREAKFAST CLABET,

"

SHERRIES & PORT—

SAINTO'S MANZANILLA & AMON-

TILLADO.

SAINTO'S OLD INVALID POET

(1849).

HUNTS PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

COVINGTON'S BRANDY.

FINE OLD BOURBON WHISKY.

KIRKAN'S L.L. WHISKY.

ROYAL GLENDEFEND WHISKY.

BOEY'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NUGLY PRATT & CO'S VERMOUTH.

JARSON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BORNEO's and ORANGE

BITTERS.

&c., &c., &c.

SPECIALTY SELECTIONS

C I G A R E S.

Nine New Season's CUMSHAW TEA, in

5 cent Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

Hongkong, June 14, 1884.

Intimations.

THE HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.
INCORPORATED under the Companies Acts
1852 to 1883, whereby the Liability of
the Shareholders is limited to the amount
of their Shares.

CAPITAL, £50,000 DOLLARS.

In 10,000 Shares of £50 each, payable on
Application, £10 on Account, and the
Remainder by Calls as required.

PROVISIONAL COMMITTEE:

The Hon. W. KESWICK (Chairman).

The Hon. T. JACKSON.

The Hon. F. D. SASQUIN.

C. P. CHATER, Esq.

W. H. DANBY, Esq.

W. K. HUGHES, Esq.

A. B. JOHNSON, Esq.

J. A. MOSELEY, Esq.

Wm. WOTTON, Esq.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

ENGINEERS:

W. DANBY, Esq. M. Inst. C.E.

R. K. LEIGH, Esq. Assoc. M. Inst. C.E.

DIRECTORS:

MESSRS. BRERETON, WOTTON AND DEACON.

TELEGRAPH OFFICES:

13, PRAYA CENTRAL, HONGKONG.

ADMITTED PROSPECTUS.

THE Company has been formed for the purpose of constructing, equipping, and working aseries of Low Level Tramways in the City of Victoria, Hongkong. Two Special Ordinances (No. 6 and 13 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal streets, the main thoroughfare from the East to the West ends, along which the Tramways will be laid, and the increasing traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being more economical, trustworthy, and under more effective control, having more power of overcoming gradients, and giving better results (pecuniary and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be caused to work according to the Board of Trade regulations and will in no way be a nuisance, being wholly noiseless, and having no machinery, smoke or steam visible.

The Committee anticipates that the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the trade-taking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospects and Terms of Application for Shares and every other information may be obtained from

THE SECRETARY AND ENGINEER,

No. 13, PRAYA CENTRAL, HONGKONG.

APPLICATIONS for SHARES will be received until the 30th SEPTEMBER.

Hongkong, August 7, 1884.

1319

MR. Andrew FIND,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK;

authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

Amoy, 1st July, 1884.

1086

FOR SHANGHAI VII SWATOW.

TAKING CARGO & PASSENGERS at through rates

for CHEFOO, TIENSIN, NEW CHWANG, HANKOW and Ports on the YANGTZE.

13th August, 1884.

1357

NOTICE OF FIRES.

NOTICE

WE have this day Admitted as

PARTNERS in our Firm Mr. WILLIAM SNELL ORR.

Our PARTNERS now are MR. THOMAS DEAS BOYD, MR. EDWARD NEILSON ROSE, MR. THOMAS COVIL and MR. WILLIAM SNELL ORR.

BOYD & CO.

Amoy, 1st July, 1884.

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THE CHINA MAIL.

LOCAL AND GENERAL.

PASSENGER LIST.—(See page 75.)
July 30.—*Afghanistan, Andaman, and Ganges, July 31.*

The S. S. *Menai* left Sydney for this port on the 3rd inst. The S. S. *Lydian* left Singapore for this port on the 12th inst.

DOCK MOVEMENTS.
The S. S. *San Pedro* went to Cosmopolitan Dock yesterday.
The S. S. *Hawke* will go to Kowloon Dock tomorrow.
The S. S. *Woolwich* left Cosmopolitan Dock to-day.

Mr William Stewart, late Chief Engineer of H. M. S. *Audacious*, died in Kulangsu Hospital on the 7th August.

The Douglas Steamship Company's vessel *Namee* passed outside Hongkong and through Cap Sing Mun Pass on her way from the North to Canton this afternoon.

The Chinese had a rumour this afternoon that Foochow had been captured in a quarter of an hour by the French. A private telegram despatched from Foochow at 6 p.m. this evening states the situation there is unchanged.

A CORRESPONDENT writes, under the heading of "Mad Dogs":—As I was walking along the Chine Road yesterday evening just by Beaumaris, I noticed a very suspicious looking dog coming tearing along the road with its tongue lolling out of its mouth and a very wild look in its eye. It was one of those common short-haired pant dogs. The brute was yelping as it came along and just as it passed me it made a snap at my leg. I responded with a good blow of a stick I fortunately had in my hand and the dog wailed yelping. It is such an uncommon thing for one of these native dogs to deliberately attempt to bite a passer-by without provocation, that I am almost sure this animal must have been in a dangerous state. Without wishing to appear an alarmist in any way, I just make public this little circumstance to show how necessary the present measures are that are being put in force against stray dogs.

YESTERDAY the *Moko*, a new steamer built and engined by the firm of Messrs Fawcett & Co., made her official trial trip with highly satisfactory results, the machinery working with great smoothness and regularity. The speed attained was beyond that contracted for, viz., 10 knots. In a trial of 3½ hours, a speed of over 10½ knots was maintained with a steam pressure of 90 lbs; the engine making 120 revolutions a minute. The *Moko* is one of a series of steamers constructed by the same firm and is to be employed with the others in the coasting trade of the Philippines Islands. She is 105 feet long, 16 feet broad, and is intended to carry a heavy cargo on a light draught. She is graceful in appearance and at the same time substantial. She has a commodious and tastefully fitted up saloon on deck for the accommodation of passengers. The steamer reflects considerable credit on both designers and builders, and should prove in every way a most useful vessel.

The rumours that Chinese forces were marching across the borders into Tonquin appears to have originated among natives and it is very doubtful if there is any truth in it. At all events, the French and other passengers who came up from Haiphong in the *Sabre* yesterday do not appear to have heard that any such important movement was in progress. We have interviewed one or two of these passengers and the rumour was news to them. They describe a small engagement which took place some where near the borders, but they attach little or no importance to the affair. Besides they point out that the inundated state of the country would prevent any considerable force, with artillery, moving across the borders for some time to come. Of course had a large Chinese army advanced into the country, the news of such movement would have soon spread generally known; indeed we fancy General Millot would have advised his Government by cable of the intelligence, and that it would have been sent out here by Reuter. If a Chinese army ventured across the borders, we fancy, unless the heavy French force still in the country were easily sent out of trim, the Chinese commanders would speedily discover they had made a mistake. When the country is practicable for military operations we are more likely to hear of a French march northwards than a Chinese march southwards.

A GRANITING SPECTACLE to the playgoers of the Po Lok Theatre was presented there two evenings ago. The French were annihilated by the Chinese, at least they were supposed to be. One actor came on the stage dressed to represent a French soldier or sailor (the designer of the dress did not seem to have cared which was represented, so long as the actor was taken for a Frenchman). His head was storned with a sols hat, while a ship's sail was ingeniously rigged on his back. Immediately after this strange figure made its appearance, another actor, gorgeously dressed in the garments of a Chinese brave, came on the scene. He is not expected to do anything to keep him out. In the hope of getting some of this money, from the State we have established a lottery. But it appears to be drawing lots like a billet. Whenever a leper is found anywhere on the Pacific coast he is sent to San Francisco to be taken care of by our tax-payers. Honolulu, Hongkong and Victoria appear to be equally liberal. There being nothing mean about them they believed all the artifices specified were in the home when he left it at the last

French vessel all the while quietly smoking a long pipe, and then an arrow was discharged from the celestial craft at the sail of the other vessel. The sail was, of course, pierced, and down sank the Frenchman, amid the amazement and delight of the spectators, a few of whom were bound to encourage the celestial by calling out *fan-fan-fan*. The tone, however, in which these encouraging words were uttered was not aggressive.

A French engaged in diving operations off the coast opposite Gibraltar, under Apes Hill, with the object of ascertaining the whereabouts of a recent wreck, has disappeared from eighty to one hundred large guns; mostly 24 and 32 pounds, and also two large anchors. They are supposed to have belonged to some large line of battleship which sank in the old war, possibly after the battle of Trafalgar. As there was no apparatus for the purpose, the gunners were brought up, so that it has not been possible to ascertain their nationality.

M. Smitzler, of Paris, has published a pamphlet in which he describes a new model for ocean steamships, combining the advantages of the broad and shallow hull with those of the narrow and deep hull, and reducing the Atlantic trip to four days. To this M. Smitzler proposes to construct a vessel, for passenger traffic only, of 700 feet long, and having a displacement of 12,000 tons. A speed of 36 miles has been taken as a basis for the calculation of the machinery. He estimates a net profit of about 50 per cent. on the capital invested.

BONNIE, the famous tight-rope performer, recently cooked, says a San Francisco paper, an omelette at Eastham, England, while on a rope seventy feet from the ground. Stepping jauntly on to the rope, dressed in a French chef, and carrying his stove and cooking utensils, Blodin approached the center of the rope, and, after balancing his stove on his head, continued his walk to the end of the rope. Arrived at his balance-pole Blodin stood in front of his kitchen range, amidst hearty laughter, proceeded with his plays over this part of his performance, creating great amusement. He performed in some mysterious manner his unbalancing balance, and coolly putting up his eggs added the necessary condiment, now up his fire, and finally, whilst his omelette cooked, sipped a pint of champagne and drank the health of his patrons.

The introduction of pupils of the Technical School of the Cigar-makers' Association into the workshops of the members has excited the Chinese employees, and it is said at San Francisco that the Mongolians are talking of compelling the discharge of the whites. The Chinese Cigar-makers' Union has been considering the question, and a strike has been called, but it has been agreed that no action of this kind shall be taken until the cigar business is better. I. S. Rosenbaum & Co. have been accustomed to employ special wrapper-cutters, but since last week have inaugurated the system in vogue in other factories of having the cigarmakers make their own wrappers. This system was simply an experiment on the part of the employers, but the Mongolians were the losers of about 15 cents per day by this rule. Considering the fact that it was originally ordered by the Union, to take effect immediately. Yesterday morning the firm was called upon by the President and Secretary of the Chinese Cigar-makers' Union, and Mr. Mansfield, Acting British Consul, also had a seat on the bench and interpreted between His Excellency and Mr. Wilkinson.

Mr V. H. Deacon, of the firm of Brewton, Wotton and Deacon, instructed by Mr J. Pitman, appeared for the Chinese Government; and Mr M. J. D. Stephens for two of the claimants, Dr Wales and Mr Thomas Marsh Brown. Mr W. Danby appeared on behalf of the Chinese Government as assessor of land and house property.

Mr Deacon having risen to address the Commissioners with regard to the basis on which the decisions of the Commission were to be received, Mr Wilkinson stopped him, stating that he could hear nothing from him with regard to that point; the conditions upon which the Commission set were fully understood by all the claimants. Reports of the proceedings would be made to the respective Governments, whether the decisions of the Commissioners agreed or not and in the event of a disagreement would be settled by the British Minister and the Government at Peking.

The Commission then proceeded to hear the following claims:—

MR CORCORAN HALL ASSOCIATION, \$18,930. Mr Deacon stated that some misandment existed by means of which this claim was brought before the Commission, as he believed that a sum of \$16,000 had been offered in settlement of the claim and accepted. This was found to be correct and the settlement was noted.

CANTON AMATEUR THEATRICAL SOCIETY, \$1,493.

Mr Mitchell, the only member of the Committee of the Society at the time of the fire at present in Canton, furnished some particulars concerning the items in the claim, which was for stage scenery, dresses, wigs, books, &c. The claim was allowed in full.

CHARLES LAFRENTZ, \$3,018.

An item of \$1000 in this claim for clothing and sundries was disputed by Mr Deacon. Mr Deacon submitted that he was willing to take, in this and other cases, the cost of replacement of property destroyed as the basis for compensation, and would not dispute the items comprising the claim as far as the \$1,018 was concerned, but he considered that the sum of \$1,000 was far too high for the items coming under the head of sundries.

Mr Lafrentz explained that these items comprised a number of articles which he had brought from home, or collected, and upon which he could set no actual cost, particularly as many of them could not be replaced. The market value of the articles might not exceed \$100 and the claim he had made concerning them he regarded more in the light of some compensation for the loss than as their real value to him.

After a short discussion between the commissioners, Mr Wilkinson informed Mr Lafrentz that they were willing to allow the sum of \$2,18 in full, this being a reduction of \$800 in the item for clothes, sundries, &c. The offer was accepted.

C. LINDNER, \$2,548.

Several items in this claim were questioned and deducted made on items for clothing, each in the house, and loss of several certificates from employers, &c., which could not be replaced. A settlement was arrived at by which the claimant was to receive \$2,100.

E. W. MITCHELL, \$3,678.

Mr Deacon considered that the values put down were rather high throughout.

New York, July 31.—Mr. Langtry is bringing East with her a handsome Chinese boy of thirteen years, the son of a merchant of the Pacific coast, who has intrusted his boy to the actress to be educated. She will arrive in New York to-morrow.

Mitchell gave some particulars of how the items were made up and it was proposed by the Chinese Commissioner that \$3,000 should be offered in settlement. Mr. Mitchell accepted this offer but explained that though he did so, he did not consider that he had overestimated the value of the property lost.

CHINESE INSURANCE CO., \$1,050.

This was a claim for stationary destroyed and for loss of business incurred through being without the necessary stationary to carry on the business of the office. It was divided into two items, \$50 being for actual value of stationary destroyed, and \$1,000 for amount of gross premiums for one month which would have been received had they been able to carry on the business. It was, however, admitted that one half of the premiums would have been paid back so that the actual loss to the Company would have only been one-half.

Mr Deacon admitted the claim for stationary destroyed but disputed that for indirect loss. The case was ordered to stand over for proof to be produced of actual loss of business occasioned.

MEASURES AND CO., \$1,066.60.

This claim was made by claimants as agents for the S. S. *Nippon* for alleged loss by detention for two days at Canton. A statement of the items comprising the amount was put in and in the settlement of the claim, which was disputed by Mr. Deacon, was postponed till Friday next.

THOMAS, HOWE AND SMITH, \$9,327.

Mr. Thomas represented the firm and explained to the court the various items of the claim, which comprised, amongst other things loss of business, expense of housing employees, the destruction of all books and records of the business for several years. They had already missed the arrival of the American orders through the destruction of books for reference in cases of duplicate orders, and to obtain the necessary particulars by telegraph would be enormously expensive.

Two items in the claim, amounting to \$2,075, were for cash and property belonging to the Chinese butler, who had been in the employ of the firm for over twenty years, and he was called to give evidence concerning his loss.

His Excellency proposed to settle the whole of the claim by the payment of \$7,000, which was to be apportioned £5,600 to Messrs. Thomas, Howe, and Smith and £1,400 to the butler. This offer was accepted by Mr. Thomas, as he was desirous of a prompt settlement.

C. A. DE BRITO, \$2,710.

Of this claim \$600 was for the personal effects of claimant's father, who died in Hongkong soon after the Shamian riot. Among the sundries was \$350 for uten., bedding &c., of his own, and \$30 for wash and chair and there was also a sum for a diamond ring, &c.

Claimant thought he had rather under estimated the value of his effects. He had omitted to put down 55 which he would have to pay for a renewal of his naturalization paper in Hongkong.

It was proposed by the Commissioners to pay \$1,000 in settlement of the claim. Mr. Brito thought it too little; if they would accept it a little more he would accept.

After a short discussion by the Commissioners, a sum of \$1,800 was offered and accepted.

The Court was then adjourned for fifteen minutes, on re-assembling at 2.30 p.m., proceeded with business.

ABERDEEN, \$853.16.

On this claim \$462 were awarded by the Commissioners.

Padua, \$2,25, was settled at \$200, and another small claim, Mahomed, \$218 was disposed of for \$138.

DR. WALES, \$17,503.

Mr Stephen appeared on behalf of the claimant, and addressed the Court, explaining the various items comprising the claim, a large portion of which was for jewellery, clothing, furniture, plate, &c., the private property of Dr. Wales' wife, and which she had brought out from England with her. Mr. Wales' private claims amounted in all to \$6,610, cash in the house \$322, furniture, plate, clothing, &c., \$6,249; and \$2,600 for dividends.

Mr. Deacon, after the receipt of which order, stated that he had nothing from him with regard to that point; the conditions upon which the Commission set were fully understood by all the claimants.

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minutes. As to the values set down he had taken the cost of replacing the articles.

He could not replace the silver tea and coffee service. \$375. The sum of \$3,000 comprised wine, spirits, beer, &c.

The *Yakka* put down at \$600, cost him \$500 odd in Japan, and the balance for freight.

The sum of \$3,000 was for wife's wedding dress and outfit.

\$250 referred to furs, &c.

There was one sealskin jacket which cost 70 guineas and some fur sets, one of which, a cap, cost \$20. The \$300 comprised a number of articles of a lady's wardrobe.

All the clothes were nearly new, many of them not having been worn. The sum

of \$3,000 comprised a quantity of jewellery, &c.

\$1,050 referred to the value of

Mr. Wales' \$239 of which was for wedding

present.

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THE CHINA MAIL.

No. 6570.—August 14, 1884.

For Sale.

To Let.

Mails.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WEHPOA.

Vessel's Name. *Flag & Rig.* *Destination.*

Shun-han *Amur.* *Amur.* *Amur.*

Lida *Amur.* *Amur.* *Amur.*

W. Homoyer *Amur.* *Amur.* *Amur.*

CANTON.

Ching-tung. *Kung-pai.* *Amer. str.*

Amur. *Amur.* *Amer. str.*

MACAO.

Fidio. *Kiang-ping.* *Ger. str.*

Chi. *Chi.* *Amer. str.*

SWATOW.

In port on July 21, 1884.

Annes Muir *Brit.* *bce.* *Siam, bce.*

Tay Watt *Tay Watt.* *Tay Watt.* *Siam, bce.*

AMOY.

In port on August 4, 1884.

Anna Dorantes *Ger.* *bce.* *Takao.*

Ebe *Ger.* *bce.* *Takao.*

Envoy *Siam, bce.* *Takao.*

Ernest *Br. str.* *Siam, bce.*

Faugh-Balough *Br. str.* *Siam, bce.*

Fochow *Siam, bce.* *Siam, bce.*

Gauding Star *Siam, bce.* *Siam, bce.*

Maria *Brit.* *Amur.* *Siam, bce.*

M. Deutchmann *Amur.* *Amur.* *Siam, bce.*

Siburon *Ger.* *bce.* *Siam, bce.*

Willie *Br. str.* *Amur.* *Siam, bce.*

SHANGHAI.

In port on August 9, 1884.

MERCHANT STEAMERS.

Ashille *British.* *British.* *London.*

Clide *British.* *British.* *London.*

Galley of Lions *British.* *British.* *London.*

Glory *British.* *British.* *London.*

Glenfinlas *British.* *British.* *London.*

Heskin *British.* *British.* *London.*

Ichang *British.* *British.* *London.*

Kedive *British.* *British.* *London.*

Kiang-kuwan *Chinese.* *Chinese.* *London.*

Kiang-pien *Chinese.* *Chinese.* *London.*

Kung-wo *Chinese.* *Chinese.* *London.*

Lerden *British.* *British.* *London.*

Sheldene *British.* *British.* *London.*

Minoya Maru *Japanese.* *Japanese.* *London.*

Manching *British.* *British.* *London.*

Metel *British.* *British.* *London.*

Nestor *British.* *British.* *London.*

Peking *British.* *British.* *London.*

Rednoursire *British.* *British.* *London.*

Beauchamp *British.* *British.* *London.*

Bory *British.* *British.* *London.*

Shanghai *British.* *British.* *London.*

Sia Nanzing *British.* *British.* *London.*

Swatow *British.* *British.* *London.*

Wh-on *British.* *British.* *London.*

Yiling *British.* *British.* *London.*

Yoritomo Maru *Japanese.* *Japanese.* *London.*

Atleon Dock *British.* *British.* *London.*

MERCHANT RAILING VESSELS.

Alexa *British.* *British.* *London.*

Augrante *British.* *British.* *London.*

Charley *British.* *British.* *London.*

Jupiter *British.* *British.* *London.*

Kumaseko Maru *Japanese.* *Japanese.* *London.*

M. A. Dixon *British.* *British.* *London.*

Pelham *British.* *British.* *London.*

Sea Swallow *British.* *British.* *London.*

Waterfleig *British.* *British.* *London.*

NAGASAKI.

In port on August 6, 1884.

Ching Tah *Chin.* *bce.* *Chin.*

Claro Bahway *Brit.* *bce.* *Chin.*

Blue *Ger.* *bce.* *Chin.*

Gianilla *Brit.* *bce.* *Chin.*

Kozaki Maru *Japan.* *bce.* *Chin.*

Omega *Brit.* *bce.* *Chin.*

Satsum *Brit.* *bce.* *Chin.*

Sococo *Brit.* *bce.* *Chin.*

HIOGO.

In port on August 6, 1884.

Granville Edge *Brit.* *bce.* *Chin.*

Peter *Gen. Sim.* *Chin.*

Queen Emma *Brit.* *bce.* *Chin.*

Sundamure Maru *Japanese.* *bce.* *Chin.*

YOKOHAMA.

In port on August 2, 1884.

Ado *British.* *British.* *Chin.*

Albatross *British.* *British.* *Chin.*

Amanis *British.* *British.* *Chin.*

Black Diamond *British.* *British.* *Chin.*

Centennial *Amer.* *Amur.* *Chin.*

Mary C. Behn *Ger.* *Amur.* *Chin.*

North Star *Amer.* *Amur.* *Chin.*

Pilgrim *British.* *British.* *Chin.*

Scorcher *British.* *British.* *Chin.*

Rose *British.* *British.* *Chin.*

Thomas Dan *Amer.* *Amur.* *Chin.*

Vigilant *Amer.* *Amur.* *Chin.*

Wind Minstrel *British.* *Amur.* *Chin.*

MANILA.

In port on August 2, 1884.

Ambassador *British.* *British.* *Chin.*

Burdwan *British.* *British.* *Chin.*

Coryphene *Amer.* *Amur.* *Chin.*

Hercules *British.* *British.* *Chin.*

Horseguard *British.* *British.* *Chin.*

Kepler *British.* *British.* *Chin.*

Lord Dufferin *British.* *British.* *Chin.*

Maria ut *British.* *British.* *Chin.*

Mindoro *Am.* *Amur.* *Chin.*

M. L. Marin *British.* *British.* *Chin.*

Reporter *Amer.* *Amur.* *Chin.*

Serena *Amer.* *Amur.* *Chin.*

ILLOIO.

Amer. *Amur.* *Chin.*

Howard *Amer.* *Amur.* *Chin.*

Lennox Castle *British.* *Amur.* *Chin.*

Menzies Allen *Amer.* *Amur.* *Chin.*

Ohio *Ital.* *Amur.* *Chin.*

Panay *Amer.* *Amur.* *Chin.*

Quicker *Amer.* *Amur.* *Chin.*

Solid *Span.* *Amur.* *Chin.*

UEBU.

Amer. *Amur.* *Chin.*

B. F. Watson *Amer.* *Amur.* *Chin.*

Paul Revere *Amer.* *Amur.* *Chin.*

— *Amer.* *Amur.* *Chin.*

BANGKOK.

In port on August 2, 1884.

Advance *Siamese.* *Siamese.* *Chin.*

Aurora *Brit.* *Amur.* *Chin.*

Caroline *Span.* *Amur.* *Chin.*

C. T. Trichester *Span.* *Amur.* *Chin.*